

U. S. COAST GUARD

ENLISTED RATINGS
RATING SPECIALTY MARKS
&
DISTINGUISHING MARKS

1915 ~ 2011



WARRANT OFFICER
&
CHIEF WARRANT OFFICER
SPECIALTY DEVICES

SEPTEMBER, 2011

Not an "official" reference guide, just an attempt to by a retired semi – geezer, put together, in one pamphlet, a listing of the enlisted ratings and Warrant specialties used in the Coast Guard. There are most likely gaps in some of the dates, but it's a close as I'm able to get.

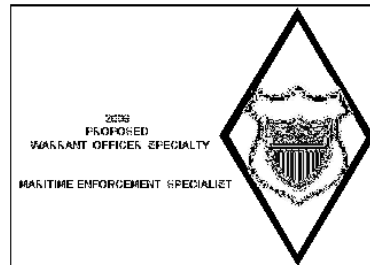
Dana Lewis, CWO, BOSN
USCG Retired

Finding definitive dates for establishing the timeframes that a rating is in existence can be a little bit of a challenge. A 2009 & 2011 update of this pamphlet is being sent along to the CG Historian because of some recent additions. Of great help has been a recent project by the Reservist Magazine staff. They have placed all the back issues of that magazine on-line. From old articles, billet solicitations and photos it has been easier to fill in some of the blanks.

I also received a nice letter from the field, supplying up to date information on the AET Rating. A big thanx to :

AETC Bill Minik
ATTC AET "A" School
Elizabeth City

If anyone else spots anything that seems off, please drop a note to the CG Historians Office. I'll try to keep it up to date when I'm not sailing .



A big thanx to :

HSC Shannon P. Reck
U.S.C.G.C. BERTHOLF
For a heads up on the Flight Surgeon Insignia and the Physicians Assistant Insignia.



Mr. Scott Price
Coast Guard Historians Office

Thanks for finding the copy of Coast Guard General Order # 43 of 18 May 1920.

1891 REVENUE CUTTER SERVICE UNIFORM REGULATIONS

RATING BADGES

All petty officers shall wear on the outer garment (excepting the overcoat) a rating badge as per pattern . For the Boatswain, Gunner, Carpenter, and Master at Arms, the badges shall be embroidered in gold on dark navy blue cloth; and for Quartermasters, Coxswains, and Oilers, the badges shall be worked in white silk on blue clothing and in blue silk on white clothing. The badge shall be worn on the outer side of the right sleeve, half way between the shoulder and elbow and be of patterns as follows : viz.

For Boatswain as per figure 22

For Gunner as per figure 23

For Carpenter as per figure 24

For Master at Arms as per figure 25

For Quartermasters as per figure 32

For Coxswains as per figure 33

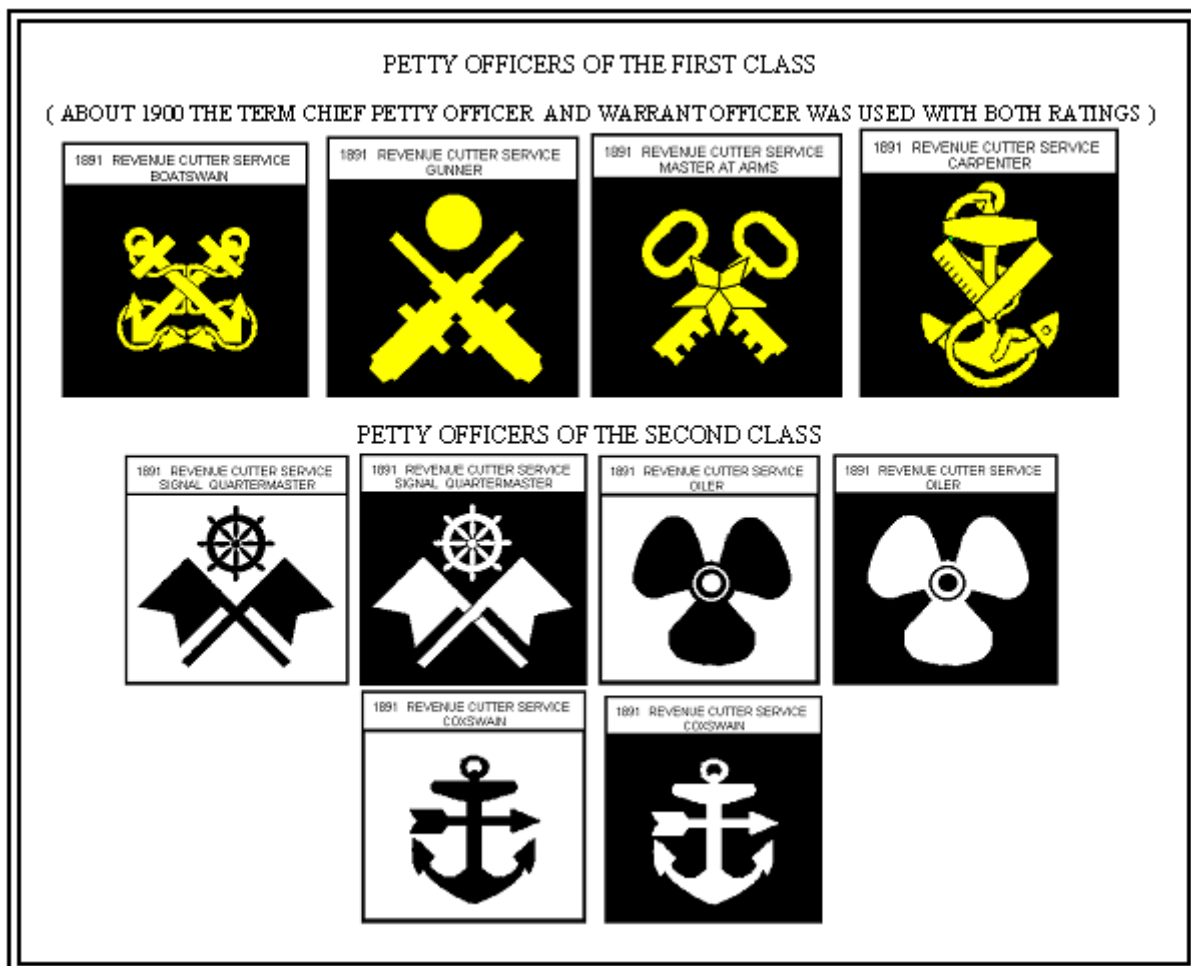
For Oilers as per figure 34

Quartermasters, Coxswains, and Oilers : shall wear around the cuffs of the overshirt three stripes of white tape three sixteenths of an inch wide and one quarter of an inch apart, the middle of the middle stripe to be in the center line of the cuff .

Seamen, Firemen, and Coal Passers : shall wear two strips, 1/4 of an inch apart.

Boys : shall wear one strip of white tape, 3/16 of an inch wide, around the cuffs of the overshirt, the middle line of the space between the two strips, and the middle of the single strip to come over the middle of the cuff.

A copy of these Regulations shall be placed on the berth deck, where they may be consulted at all reasonable times by the enlisted men.



1900 REVENUE CUTTER SERVICE UNIFORM REGULATIONS

RATING BADGES

Rating badges for quartermasters, coxswains, second and third oilers, and buglers. - To be worked in white silk on blue cloth and in blue silk on white in the following designs:

For quartermasters. - A spread eagle; body 1 inch high from top of head to claws, resting on a bar, and two inches between wing tips; $\frac{1}{4}$ of an inch below the bar on which is perched the eagle, a steering wheel of the following dimensions and description; Hub, $\frac{1}{4}$ inch diameter; rim $\frac{7}{8}$ inch in diameter; eight spokes, spaced equidistant from each other, and projecting from the hub to $\frac{1}{8}$ of an inch beyond the rim of the wheel.

For coxswains. - Eagle same as above, ; $\frac{1}{4}$ of an inch below the bar on which is perched the eagle, an erect foul anchor of the following dimensions and description; From top of ring to crown, $1\frac{1}{2}$ inches, spread between the palms $\frac{7}{8}$ of an inch; length of stock $1\frac{1}{8}$ inches; an arrow $1\frac{7}{8}$ inches long crossing the center of the shank of the anchor at right angles, arrowhead to the front.

For second and third oilers. - Eagle same as above, ; $\frac{1}{4}$ of an inch below the bar on which is perched the eagle, a three bladed propeller shaft of the following dimensions and description; Hub, $\frac{7}{16}$ diameter to outer rim; three blades each $\frac{1}{2}$ inch long, spaced equidistant from each other; blades to be $\frac{1}{8}$ of an inch wide at the rim of the hub, shaped to $\frac{1}{2}$ inch wide at the outer end.

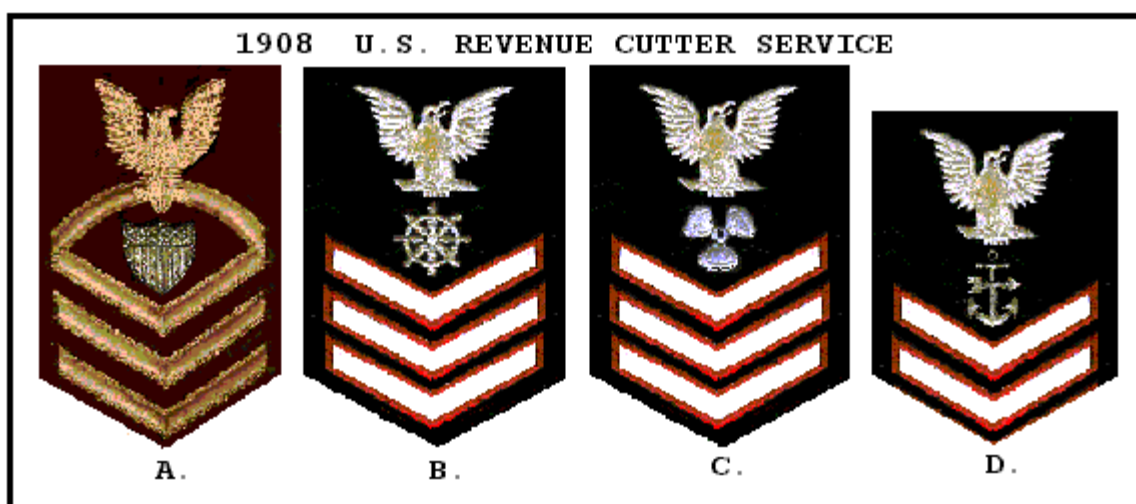
For bugler. - Eagle same as above ; $\frac{1}{4}$ of an inch below the bar on which is perched the eagle, a hunting horn, placed with the bell up, of the following dimensions and description; Length $1\frac{3}{4}$ inches; single turn, $\frac{1}{2}$ inch inside; bell $\frac{3}{4}$ inch; mouthpiece $\frac{3}{4}$ inch from center of turn. Four small tassels to be worked at the bottom of horn, 2 each side of turn.

For master at arms. - Eagle of same dimensions and description as above, but to be embroidered in gold on blue and white cloth ; $\frac{1}{4}$ of an inch below the bar on which is perched to be a five point star, of the following dimensions, embroidered in silver; each point to be $\frac{9}{16}$ on an inch from the center of the star; the points to be spaced equidistant from each other in a circle $1\frac{1}{2}$ inches in diameter.



**U.S. Revenue Cutter Service
Petty Officer Ratings
1908 - 1915
&
U.S. Coast Guard
Enlisted & Warrant Officer
Rating Badges and Specialty Marks
1915 - 2011**

U.S. Revenue Cutter Service










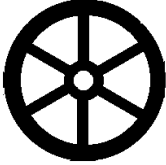
A. Petty Officer of the First Class : Worn on the left or right sleeve of the blue coat, midway between the shoulder and elbow. The eagle and chevrons were of gold lace, and the specialty mark of silver. For the white coat the eagle and specialty mark were of blue. Service stripes were worn for three consecutive years of service. The Master at Arms, Wheelman Quartermaster, Electrician, Electrician First Class & Ship's Writer wore the CPO type rating badge, and the CPO style uniform.

B. Petty Officer of the First Class : Acting appointment, not permanent from the Department. The Petty Officer was not required to get the new uniform until the appointment was permanent.

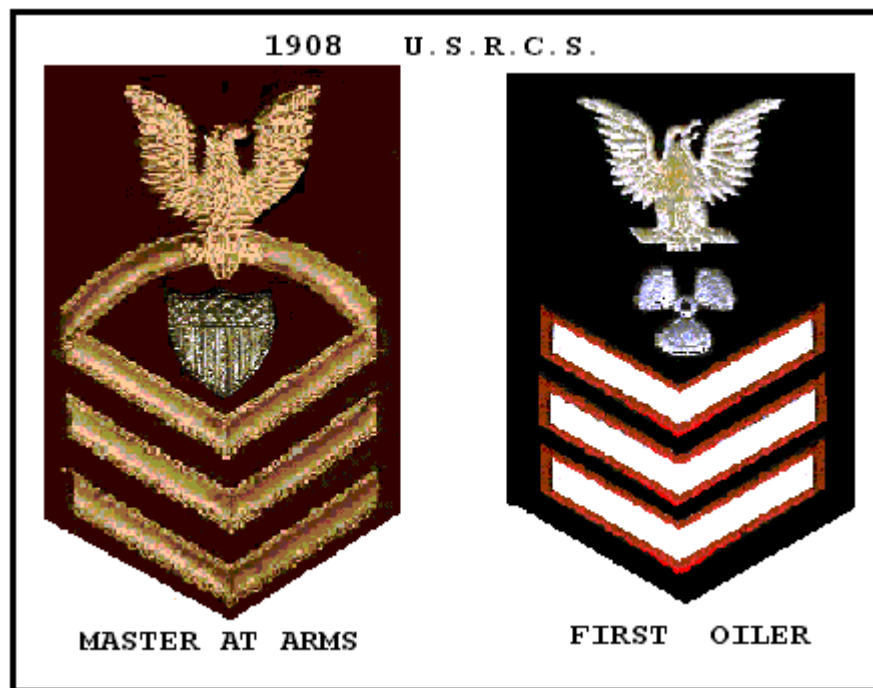
C. Petty Officer of the First Class : The Signal Quartermaster and First Oiler wore this rating badge on the left or right sleeve of the overshirt, dependant on the watch to which assigned. Three stripes were on the chevron. The stripes were white, 1/4" wide edged with 1/8" scarlet cloth on both the white & blue rating badges

D. Petty Officer of the Second Class: The Assistant Master at Arms, Quartermaster, Coxswain, Second Oiler, and Watertender wore this rating badge on the left or right sleeve of the overshirt, dependant on the watch to which assigned. Two stripes were on the chevron. The stripes were white, 1/4" wide edged with 1/8" scarlet cloth on both the white & blue rating badges

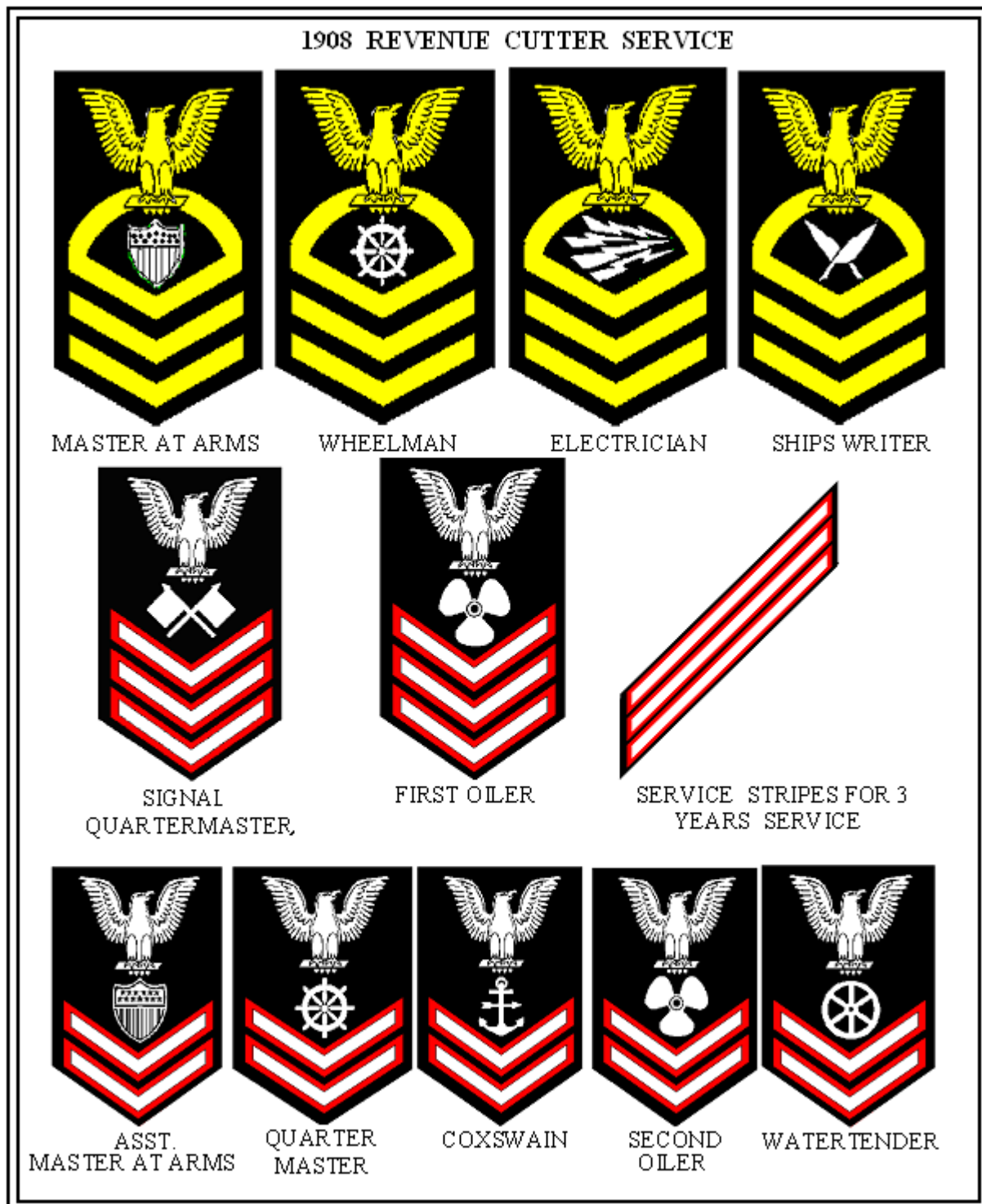
U.S. Revenue Cutter Service 1908 - 1915

	<p>Master at Arms : First & Second Class 1908 - 1915 Wore a CPO type uniform . Rating Badge worn on left or right sleeve depending on watch. Similar to CPO rating badge but gold eagle & chevrons, silver specialty mark. Assistant MAA wore the square rig uniform & 2nd class crow.</p>
	<p>Wheelman , Quartermaster : 1908 - 1915 Wheelman wore a CPO type uniform . Rating Badge worn on left or right sleeve depending on watch. Similar to CPO rating badge but gold eagle & chevrons, silver specialty mark. Quartermaster wore the square rig uniform & 2nd class crow.</p>
	<p>Electrician & Electrician First Class : 1908 - 1915 Wore a CPO type uniform . Rating Badge worn on left or right sleeve depending on watch. Similar to CPO rating badge but gold eagle & chevrons, silver specialty mark. Electrician First Class was a similar designation to the U S Navy rating of Electrician with the radio designation E (R).</p>
	<p>Ships Writer : 1908 - 1915 Wore a CPO type uniform . Rating Badge worn on left or right sleeve depending on watch. Similar to CPO rating badge but gold eagle & chevrons, silver specialty mark.</p>
	<p>Signal Quartermaster : 1908 - 1915 Rating Badge of white eagle and three white chevrons 1/4" wide edged with 1/8" red cloth. Signal Quartermaster wore the square rig uniform & 1st class crow with 3 chevrons.</p>
	<p>First and Second Oiler : 1908 - 1915 Rating Badge of white eagle and three white chevrons 1/4" wide edged with 1/8" red cloth. First Oiler wore the square rig uniform & 1st class crow with 3 chevrons. Second Oiler wore the square rig uniform & 2nd class crow with two chevrons</p>
	<p>Coxswain : 1908 - 1915 Rating Badge of white eagle and two white chevrons 1/4" wide edged with 1/8" red cloth. Coxswain wore the square rig uniform & 2 nd class crow with two chevrons</p>
	<p>WaterTender: 1908 - 1915 Rating Badge of white eagle and two white chevrons 1/4" wide edged with 1/8" red cloth. Watertender wore the square rig uniform & 2nd class crow with 2 chevrons.</p>

U.S. Revenue Cutter Service 1908 – 1915



**REVENUE CUTTER SERVICE
PETTY OFFICER RATING BADGES 1908 ~ 1915**



U.S. Coast Guard 1915 – 1920

The original enlisted ratings of the newly formed U.S. Coast Guard has been a difficult item to establish. I recently located, thanks to the Google Books website ,records of Congressional Committees in 1918 concerning the supplemental appropriations to new Coast Guard. In statements by Captain Commandant Bertholf, he gives a break down of the Commissioned, Warrant and enlisted ratings of the Coast Guard. This section concerning the early service is, I feel, is a good early record.

Sundry Appropriations to Coast Guard, March 25, 1918
Personnel of the CG

STATEMENTS OF CAPT. ELLSWORTH P. BERTHOLF, COMMANDANT;
CAPT. CHARLES A. McALLISTER. ENGINEER IN CHIEF: CON-
STRUCTOR F. A. HUNNEWELL: MR. K. J. MINOT, ASSISTANT
CHIEF OF DIVISION: AND MR. P. J. LATHAM, CIVIL ENGINEER.

PAY AND ALLOWANCES—INCREASES DUE TO WAR

The CHAIRMAN. Captain, suppose you state the different warrant officers that the law contemplates.

Capt. BERTHOLF. Boatswains, gunners, machinists, carpenters, and keepers; five grades of warrant officers. (In a statement to another Committee he mentions Masters Mates in the Warrant grades.)

The CHAIRMAN. What petty officers are there?

Capt. BERTHOLF (Reading):

Petty officers: Master at arms; No. 1 surfman; electrician; electrician, first class; yeoman; ship's writer; wheelman; signal quartermaster; machinist, first class; carpenter, first class; sailmaker, first class; oiler, first class; blacksmith, first class; plumber, first class; painter, first class; assistant master at arms; quartermaster; electrician, second class; carpenter, second class; oiler, second class; coxswain; water tender; painter, second class; electrician, third class; bayman.

Enlisted men not petty officers: Seaman; surfman; fireman; bugler; ordinary seaman; coal heaver; cabin steward; wardroom steward; cook; cadets' cook; steerage cook; boy, first class; boy, second class.

Mr. GILLET. I understood you to say that machinists and carpenters were warrant officers.

Capt. BERTHOLF. A " machinist" is a warrant officer: a " machinist, first class," is a petty officer.

THE COAST GUARD.
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
HOUSE OF REPRESENTATIVES,

Thursday, April 18, 1918. The committee met at 10.30 o'clock a. m., Hon. Thetus W. Sims (chairman) presiding.

The CHAIRMAN. The committee will please come to order. Gentlemen, this meeting is for the purpose of having a hearing on House bill 6979, introduced by Mr. Adamson on December 5, 1917, to regulate the personnel of the Coast Guard.

Capt. Bertholf, of the Coast Guard, is here to tell us how the bill will work. You may proceed, Captain.

STATEMENT OF ELLSWORTH P. BERTHOLF, CAPTAIN COMMANDANT, COAST GUARD.

Capt. BERTHOLF. Mr. Chairman and gentlemen, this bill was referred to the Secretary of the Navy by this committee, and after consideration the Secretary communicated with this committee, under date of January 29, 1918, stating that as the Coast Guard is serving under the jurisdiction of the Navy Department during the present war, and the personnel of the service subject to the laws prescribed for the government of the Navy, it has been practicable to provide by general order, in accordance with Navy Regulations, the benefits for the Coast Guard that the bill in question contemplates in sections 2, 5, and 6, and that the provisions of section 3 of the bill have been made operative by order of the captain commandant since the Coast Guard came under the jurisdiction of the Navy, in consequence of which no legislation along the lines of the subject matter in these sections is necessary while the Coast Guard is operating as a part of the Navy. With regard to the other sections of the bill, the Secretary announced that the subject matter is not of a character made necessary because of the transfer of the Coast Guard to the Navy or in any way because of its association with the Navy, but that, on the other hand, it is legislation of a permanent character, which may, no doubt, be necessary for the well-being and efficiency of the Coast Guard entirely aside from any connection with the Navy, and inasmuch as the Coast Guard has been operating under the Navy for apparently so short a time, and inasmuch as its continuance in that status is of uncertain duration, the Secretary did not feel justified in expressing either approval or disapproval of these items of legislation, but felt rather that comment thereon would be more appropriate and helpful if coming from the head of that department under which the Coast Guard previously operated for so many years and to which it will, under the present law, revert upon the conclusion of the war. The Secretary, therefore, referred the bill to the Secretary of the Treasury, and the Secretary of the Treasury communicated with the chairman of this committee, under date of February 6, 1918, setting forth the necessity for those sections of the bill which had not been made operative by administration action of the Navy Department.

Section 1 of the bill is in the nature of permanent legislation and is needed for the following reasons: Prior to the passage of the Coast Guard act, the Secretary of the Treasury had authority under the law to fix the ratings of warrant officers and petty officers and enlisted men according to the needs of the service—the Revenue Cutter Service. The second section of the Coast Guard act provides:

That in the Coast Guard there shall be * * * warrant officers, petty officers, and other enlisted men, all of said offices, respectively, corresponding to the present offices of the Revenue-Cutter Service, which are transferred to the Coast Guard * * * .

This section has been construed by the law officers as having the effect of leaving the Secretary without authority to establish any grade or rating among the warrant and enlisted personnel of the Coast Guard in addition to those existing at the time of the passage of the Coast Guard act. Under the law as it existed prior to the passage of the Coast Guard act, new ratings have been established in the past as the service developed and the need for the same was apparent. For example, some years ago wireless telegraphy was developed to such an extent that it became necessary to install radio apparatus on cutters to facilitate giving assistance to vessels in distress, and as qualified men were needed to operate the apparatus, a new rating of electrician was established. This was done by administrative act of the Secretary, but under the construction placed by the law officers upon the Coast Guard act, no new ratings can now be established. Furthermore, as the Coast Guard is required under law to operate as a part of the Navy at certain times, it is of importance that when such need arises for additional grades or ratings in the warrant and enlisted personnel, they should correspond as closely as practicable to the grades and ratings of the men performing similar duties in the Navy.

The purpose of section 1 is to remedy the defect in section 2 of the Coast Guard act by restoring to the administrative office the authority to provide additional grades and ratings as the necessity for them may arise, in order that the service may more efficiently fulfill its lawful functions.

When Congress passed the act increasing the pay of the men in the Navy and provided that the warrant officers and enlisted men of the Coast Guard should have pay equal to the corresponding grades of the Navy, there at once arose a question as to what were the corresponding grades in the two services. We have not in the Coast Guard a rating of chief petty officer, and consequently all of the ranking petty officers in the Coast Guard now correspond to petty officers of the first class in the Navy, although they have practically the same duties as chief petty officers. We can not under the law establish a rating of chief petty officer to meet this condition.

It might be said that whenever it is necessary for a new rating to be established, owing to changed conditions, the Secretary could ask Congress to establish that rate. That is what is done in the Navy, but the procedure is very simple so far as the Navy is concerned. The Naval Committee sits for the single purpose of considering the needs of the Navy, and whenever a new rating is needed it may go on the naval appropriation bill. We can not do that in connection with the sundry civil appropriation bill, and it is therefore very difficult for the Coast Guard to have these small matters considered. The Revenue Cutter Service was administered for over a hundred years under the old law, where the number of men and the different kinds of ratings were matters of administrative determination, and that was in nowise abused, and it seems as if the service could safely continue on the same plan, so that the Secretary could meet the needs of the service as they arose and not wait for legislation concerning details.

Mr. ESCH. The situation is that the act of January, 1915, deprived the Coast Guard Service of any flexibility?

Capt. BERTHOLF. Exactly.

Mr. ESCH. So the establishment of new grades is impossible?

Capt. BERTHOLF. Yes, sir.

Mr. ESCH. And you want section 1 in there to give you that power?

Capt. BERTHOLF. Yes, sir; to restore it.

Mr. ESCH. Which assimilates your service with the Navy service?

Capt. BERTHOLF. Yes; we want it restored to the old conditions.

U.S. REVENUE CUTTER SERVICE PERSONNEL			
PETTY OFFICERS & ENLISTED MEN 1914 ~ 1915			
WHEELMAN	5	FIRST OILER	31
MASTER AT ARMS	26	SECOND OILER	27
ELECTRICIANS	3	COXSWAIN	80
ELECTRICIAN 1st CLASS	21	QUARTERMASTER	51
ELECTRICIAN 2nd CLASS	24	ASST. MASTER AT ARMS	19
ELECTRICIAN 3rd CLASS	24	WATER TENDERS	53
YEOMAN	3	BAYMAN	1
SHIPS WRITER	25	SEAMEN	328
CARPENTER, 1st CLASS	1	FIREMEN	67
MACHINIST, 1st CLASS	2	BUGLER	25
PAINTER, 1st CLASS	1	ORDINARY SEAMEN	130
PLUMBER, 1st CLASS	1	COAL HEAVERS	22
BLACKSMITH, 1st CLASS	1	COOKS	47
SIGNAL QUARTERMASTER	24	STEWARDS & BOYS	279



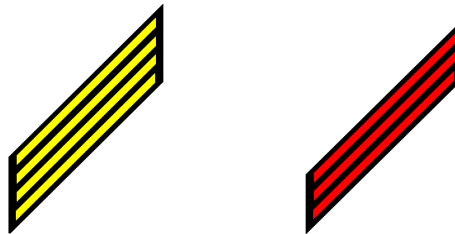
A. Petty Officer First Class : Worn on the right sleeve of the blue coat, midway between the shoulder and elbow. The Eagle was white , chevrons scarlet , and the specialty mark white. For the white coat the eagle and specialty mark were of blue. Service stripes were worn for three consecutive years of service. The Master at Arms, Number 1 Surfman, Wheelman, Electrician, Electrician First Class, Machinist, Carpenter , Yeoman, Ship's Writer wore the CPO type rating badge, and the CPO style uniform.

B. Petty Officer First Class : Rating badge worn on the right sleeve of the overshirt and jumper . Three stripes on the chevron. The stripes are scarlet cloth on the blue rating badges and blue on the white rating badge.

C. Petty Officer Second Class: The rating badge on the right sleeve of the overshirt and jumper . Two stripes on the chevron. The stripes are scarlet cloth on the blue rating badges and blue on the white rating badges.

D. Petty Officer Third Class: The rating badge on the right sleeve of the overshirt and jumper . One stripe on the chevron. The stripe is scarlet cloth on the blue rating badges and blue on the white rating badges.









E. Permanent petty officers with 12 years of continuous service with a record not less than “ good “ in proficiency, sobriety, obedience and conduct, the chevron and service stripes for blue clothing shall be made of gold lace and the eagle and specialty mark embroidered in silver.



Service stripes representing 3 years continuous service, worn on the left sleeve. Gold for good conduct.



U.S. Coast Guard 1915 – 1920

	<p>Master at Arms : 1st Class 1915 - 1920 1st Class wore a CPO type uniform , CPO type Rating Badge worn on right sleeve . White silk eagle & specialty mark, red chevrons . Blue embroidery on the white coats. Assistant Master at Arms: 2nd Class Rating disestablished in 1920s</p>
	<p>Wheelman : 1st Class 1915 - 1920 1st Class wore a CPO type uniform , CPO type Rating Badge worn on right sleeve . White silk eagle & specialty mark, red chevrons . Blue embroidery on the white coats. Quartermaster : 2nd Class wore the square rig type uniform.</p>
	<p>Number 1 Surfman : 1st Class 1915 - 1920 1st Class wore a CPO type uniform , CPO type Rating Badge worn on right sleeve . White silk eagle & specialty mark, red chevrons . Blue embroidery on the olive drab coats. Rating to prior members from the Lifesaving Service</p>
	<p>Electrician: 1st Class 1915 - 1920 1st Class wore a CPO type uniform , CPO type Rating Badge worn on right sleeve . White silk eagle & specialty mark, red chevrons . Blue embroidery on the white coats.</p>
	<p>First Class Electrician : 1st, 2nd, 3rd Class 1908 - 1920 Wore a CPO type uniform , CPO type rating badge, on the right sleeve, white silk eagle & red chevrons, white specialty mark. Blue embroidery on the white coats. Second & Third class wore the square rig type uniform.</p>
	<p>Yeoman , Ships Writer : 1st Class 1915 - 1920 Wore a CPO type uniform ,CPO type rating badge, white silk eagle & red chevrons, white specialty mark. Blue embroidery on the white coats . Yeoman add'l stenographer duties, Ships Writer had the admin /supply type duty</p>
	<p>Machinist : 1st Class ; Oiler : 1st Class ; 2nd Class 1915 - 1920 Wore a CPO type uniform . Rating Badge worn on right sleeve . Oiler wore the square rig type uniform. Oiler : 1st Class; 2nd Class wore the square rig type uniform.</p>
	<p>Carpenter : 1st Class, 2nd Class 1915 ~ 1948 Wore a CPO type uniform . Rating Badge worn on right sleeve Painter , Plumber :1st Class; 2nd Class wore the square rig type uniform.</p>

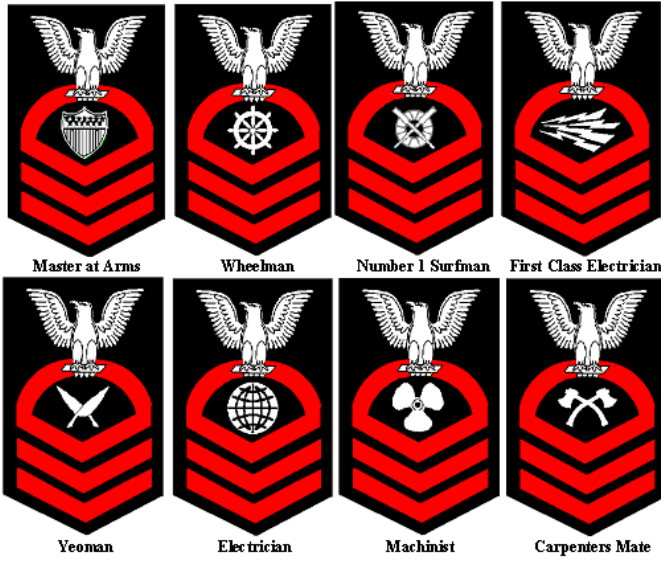
Rating badge of U.S. Coast Guard design. Eagle is facing to the viewers left, and leaning to the right. The rating badge was worn on the right arm, a sample in the CG museum NW has the eagle slightly smaller than a Navy badge. In 1920 the Coast Guard adopted the US Navy ranks and rating scheme. Rating badges had the eagle facing the viewers right, those of the Seaman Branch, Boatswains Mate, Quartermaster, Signalman, Gunners Mate, Fire Controlman, Torpedoman were worn on the right arm, all others on the left arm. In 1941 the eagle was changed to standing straight up and face forward and on the wearer for both right and left arm ratings, supposedly to symbolize facing the enemy in light of the looming war in Europe.

U.S. Coast Guard 1915 – 1920

	<p>Signal Quartermaster : 1st Class 1915 - 1920 Brought from Revenue Cutter Service. Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve.</p>
	<p>Coxswain : 2nd Class 1915 - 1920 Brought from Revenue Cutter Service, changed to Boatswains Mate . Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve</p>
	<p>Blacksmith : 1st Class 1915 - 1920 Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve.</p>
	<p>Sailmaker : 1st Class 1915 - 1939 Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve. Name changed to Sailmakers Mate 1921. A Warrant Officer specialty is identified in the 1930 Uniform Regulations</p>
	<p>Watertender : 2nd Class 1915 - 1920 Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve. Specialty mark may have changed to that of Machinists Mate in 1920. Grade of Chief Petty Officer eliminated about 1922.</p>
	<p>Bayman: 3rd Class 1915 ~ 1920 Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve. Rating changed to Pharmacists Mate in 1920</p>
	<p>Bugler : Specialty mark worn on the right sleeve between the shoulder & elbow</p>



U.S.C.G. 1918
PETTY OFFICERS FIRST CLASS



1916 U.S.C.G. PETTY OFFICERS



Estimates provided to the Treasury Department in connection with appropriations to the Coast Guard.

U.S.R.C.S. & U.S.C.G. ENLISTED PERSONNEL			
PETTY OFFICERS & ENLISTED MEN	1915	1917	1919
WHEELMAN	5	5	21
MASTER AT ARMS	26	27	43
ELECTRICIANS	3	4	24
ELECTRICIAN 1st CLASS	21	21	35
ELECTRICIAN 2nd CLASS	24	43	52
ELECTRICIAN 3rd CLASS	24	7	4
YEOMAN	3	3	13
SHIPS WRITER	25	31	78
CARPENTER, 1st CLASS	1	2	6
MACHINIST, 1st CLASS	2	10	78
PAINTER, 1st CLASS	1	1	1
PLUMBER, 1st CLASS	1	1	1
BLACKSMITH, 1st CLASS	1	2	2
SIGNAL QUARTERMASTER	24	29	55
FIRST OILER	31	34	58
SECOND OILER	27	29	60
COXSWAIN	80	75	96
QUARTERMASTER	51	62	89
ASST. MASTER AT ARMS	19	20	27
WATER TENDERS	53	60	88
BAYMAN	1	1	6
SEAMEN	328	329	555
FIREMEN	67	146	172
BUGLER	25	25	27
ORDINARY SEAMEN	130	139	199
COAL HEAVERS	22	68	75
COOKS	47	55	63
STEWARDS & BOYS	279	272	316

GENERAL ORDER {
No. 329.

NAVY DEPARTMENT,
Washington, D. C., October 10, 1917.

829

CORRESPONDING GRADES AND RATINGS OF NAVY AND COAST GUARD.

The act of Congress approved May 22, 1917 (Public No. 17), provides as follows:

SECTION 13. "Nothing contained in this act shall operate to reduce the rank, pay, or allowances that would have been received by any person in the Navy, Marine Corps, or Coast Guard except for the passage of this act."

SECTION 15. "That commencing June first, nineteen hundred and seventeen, and continuing until not later than six months after the termination of the present war, all enlisted men of the Navy of the United States in active service whose base pay does not exceed \$21 per month shall receive an increase of \$15 per month; those whose base pay is over \$21 and does not exceed \$24 per month, an increase of \$12 per month; those whose base pay is over \$24 and less than \$45 per month, an increase of \$8 per month; and those whose base pay is \$45 or more per month, an increase of \$6 per month: *Provided*, That the increases of pay herein authorized shall not enter into the computation of continuous-service pay: *Provided*, That during the continuance of the present war warrant officers, petty officers, and enlisted men of the United States Coast Guard shall receive the same rates of pay as are or may hereafter be prescribed for corresponding grades or ratings and length of service in the Navy."

Corresponding grades or ratings are declared to be as follows:

COAST GUARD.	NAVY.
Senior five master's mates.....	Boatswains.
Remaining master's mates.....	Do.
Acting master's mates.....	Do.
Keepers.....	No corresponding grade.
Acting boatswains.....	Boatswains.
Acting carpenters.....	Carpenters.
Acting gunners.....	Gunners.
Acting machinists.....	Machinists.
Boatswains.....	Boatswains.
Gunners.....	Gunners.
Machinists.....	Machinists.
Carpenters.....	Carpenters.
Sailmakers.....	Sailmakers.
Master-at-arms.....	Master-at-arms, first class.
Assistant master-at-arms.....	Master-at-arms, second class.
No. 1 surfman.....	No corresponding rating.
Wheelman.....	Do.
Signal quartermaster.....	Quartermaster, first class.
Quartermaster.....	Quartermaster, second class.
Machinist, first class.....	Machinist's mate, first class.
Oiler, first class.....	Oiler.
Oiler, second class.....	Do.
Electrician.....	Electrician, first class.
Electrician, first class.....	Do.
Electrician, second class.....	Electrician, second class.
Electrician, third class.....	Electrician, third class.
Carpenter, first class.....	Carpenter's mate, first class.
Carpenter, second class.....	Carpenter's mate, second class.
Water tender.....	Water tender.
Yeoman.....	Yeoman, first class.
Ship's writer.....	Do.
Sailmaker, first class.....	Sailmaker's mate.
Blacksmith, first class.....	Blacksmith.
Plumber, first class.....	Plumber and fitter.
Painter, first class.....	Painter, first class.
Painter, second class.....	Painter, second class.
Coxswain.....	Coxswain.
Bayman.....	Hospital apprentice, first class.
Bugler.....	Bugler.
Surfman.....	No corresponding rating.
Seaman.....	Seaman.
Fireman.....	Fireman, first class.
Ordinary seaman.....	Seaman, second class.
Coal heaver.....	Fireman, third class.
Cabin steward.....	Cabin steward.
Wardroom steward.....	Wardroom steward.
Cook.....	Ship's cook, second class.
Cadet cook.....	Steerage cook.
Steerage cook.....	Warrant officer's cook.
Boy, first class.....	Mess attendant, first class.
Boy, second class.....	Mess attendant, second class.

JOSEPHUS DANIELS,
Secretary of the Navy.

U.S. Coast Guard 1920 – 2011

GRADES AND RATINGS



U. S. Coast Guard,
Treasury Department,
Washington, May 18, 1920.

General Order No. 43.

1. The act of Congress approved May 18, 1920, that provides “ the grades and ratings of warrant officers, chief petty officers, petty officers, and other enlisted persons in the Coast Guard shall be the same as in the Navy, in so far as the duties of the Coast Guard may require, with the continuance of the grade of surfman.”

2. Article 816 of the Regulations is amended to read as follows:

(a) The warrant officers shall be as follows:

Boatswains.
Gunners.
Machinists.
Carpenters.
Pharmacists.
Pay Clerks
Acting pay clerks.
Sailmakers.

(b) They take precedence of each other on the active list of the Coast Guard according to the order in which their names are borne on the official Coast Guard register as kept at headquarters.

The names of warrant officers shall be borne on the official register in the following order:

- (1) Warrant officers appointed boatswain from the grade of master’s mate according to date of appointment as master’s mate.
- (2) Boatswains appointed such from the grade of acting master’s mate.
- (3) All other warrant officers according to date of appointment¹ as warrant officer.

3. Article 817 of the Regulations is amended to read as follows:

Ratings of chief petty officers, petty officers, and other enlisted persons in the Coast Guard shall be as follows:

<i>Classification</i> CHIEF PETTY OFFICERS,		
Seaman Branch	Artificer branch	Special Branch
Chief boatswains' mates. Chief gunners' mates. Chief quartermasters.	Chief machinists' mates. Chief electricians'. Chief carpenters' mates Chief watertenders. Chief storekeepers.	Chief commissary stewards. Chief yeoman. Chief pharmacists' mates.

<i>Classification</i> PETTY OFFICERS, FIRST CLASS.		
Seaman Branch	Artificer branch	Special Branch
Masters - at - arms. Boatswains' mates. Gunners' mates. Quartermasters.	Blacksmiths. Coppersmiths. Pattern makers. Boiler makers. Machinists' mates. Shipfitters. Electricians Plumbers and fitters. Watertenders. Engineman. Painters. Sailmakers' mates. Carpenters' mates. Storekeepers.	Commissary stewards. Ships' cooks. Bakers. Yeoman Pharmacists mate First musicians.

<i>Classification</i> PETTY OFFICERS, SECOND CLASS.		
Seaman Branch	Artificer branch	Special Branch
Masters - at - arms. Boatswains' mates. Gunners' mates. Quartermasters.	Blacksmiths. Coppersmiths. Pattern makers. Machinists' mates. Electricians Shipfitters. Engineman. Carpenters' mates. Painters. Storekeepers.	Ships' cooks. Yeoman Pharmacists mate

<i>Classification</i> PETTY OFFICERS, THIRD CLASS.		
Seaman Branch	Artificer branch	Special Branch
Masters - at - arms. Coxswains. Gunners' mates. Quartermasters.	Electricians Carpenters' mates. Painters. Storekeepers.	Ships' cooks. Yeoman Pharmacists mate

<i>Classification</i> SEAMAN, FIRST CLASS.		
Seaman Branch	Artificer branch	Special Branch
Seaman. Surfman.	Fireman, first class.	Bakers, second class. Musicians, first class. Ship's cooks, third class.
SEAMAN, SECOND CLASS.		
Seaman, second class.	Fireman, second class.	Musicians, second class. Ship's cooks, fourth class.
SEAMAN, THIRD CLASS.		
Apprentice seaman.	Fireman, third class. Landsman.	Landsman.
MESSMAN BRANCH		
Cabin stewards. Wardroom stewards. Wardroom cooks. Warrant officers' stewards	Citizens of United States: Mess attendants, first class Mess attendants, second class Mess attendants, third class Not citizens of United States: Mess attendants, first class Mess attendants, second class Mess attendants, third class	

5. Warrant officers of the Coast Guard are hereby appointed warrant officers as of

May 18, 1920 as follows :

Masters' mates To be boatswains.

Acting masters' mates To be boatswains.

Keepers To be boatswains.

Boatswains To be boatswains.

Gunners To be gunners.

Machinists To be machinists.

Carpenters To be carpenters.

Sailmakers To be sailmakers.

5. Acting warrant officers are hereby permanently appointed chief petty officers as of the date of this General Order as follows:

Acting keepers To be chief boatswains' mates.

Acting boatswains To be chief boatswains' mates.

Acting gunners To be chief gunners' mates.

Acting machinists To be chief machinists' mates.

Acting carpenters To be chief carpenters' mates.

Commanding officers and district superintendants shall immediately upon receipt of this order recommend for examination for appointment as warrant officers in the grade for which qualified, each chief petty officer appointed such *by this paragraph* whose service has been satisfactory during that part of his probationary period as acting warrant officer already served.

6. (a) Petty officers and other enlisted persons are transferred as of *18 May, 1920* from the ratings they held under the old classification of ratings and are hereby permanently appointed to the ratings provided in the new classification, as follows:

Old Rating	New Rating
Master at arms	With three years service, or more, as master at arms, to be chief commissary steward
Master at arms	With less than three years service, as master at arms, to be commissary stewards.
No. 1 surfmen	To be boatswains mates, first class
Electricians	With three years total service, or more, as electrician and electrician first class, to be chief electricians
Electricians	With less than three years total service, as electrician and electrician first class, to be electricians, first class
Oiler, first class	With less than 3 years total service as oiler, first class and oiler, second class, to be engineman, second class.
Blacksmiths, first class	To be blacksmiths, first class
Plumbers, first class	To be plumbers and fitters (<i>USN 1st class only rating</i>)
Assistant masters at arms	To be masters at arms, second class.
Quartermasters	To be quartermasters, second class.
Electricians, second class	To be electricians, second class.
Carpenters, second class	To be carpenters' mates, second class.
Oilers, second class	With three years service, or more, as oiler, second class, to be engineman, first class.
Oilers, second class	With less than three years service, as oiler, second class, to be engineman, second class.
Coxswains	To be coxswains.
Water tenders	To be water tenders (<i>USN Chief & 1st class only rating</i>)
Blacksmiths, second class	To be blacksmiths, second class.
Plumbers, second class	To be plumbers and fitters (<i>USN 1st class only rating</i>)

Painters, second class	To be painters, second class.
Electricians, third class	To be electricians, third class
Baymen	To be pharmacists' mates, third class.
Seamen	To be seamen.
Surfmen	To be surfmen.
Firemen	To be firemen, first class.
Buglers	To be buglers. (<i>distinguishing mark only</i>)
Ordinary seamen	To be seamen second class.
Coal heavers	To be firemen, third class.
Cabin stewards	To be cabin stewards.
Wardroom stewards	To be wardroom stewards.
Cooks	Serving on vessels, to be cooks, second class.
Cooks	Not serving on vessels, to be cooks, third class.
Steerage cooks	To be warrant officer' stewards.
Cadet cooks	To be wardroom stewards.
Boys, first class	To be mess attendants, first class
Boys, second class	To be mess attendants, second class.
Electricians, first class	With three years service, or more, as electrician, first class, to be chief electricians.
Electricians, first class	With less than three years service, as electrician, first class, to be Electricians, first class.
Yeoman	With three years total service, or more, as yeoman and ships writer, to be chief yeoman.
Yeoman	With less than three years total service, as yeoman and ships writer, to be yeoman, first class.
Wheelman	With three years service, or more, as wheelman, to be chief boatswains' mates.
Wheelman	With less than three years service, as wheelman, to be boatswains' mates, first class.
Signal quartermasters	With three years service, or more, as signal quartermaster, to be chief quartermasters.
Signal quartermasters	With less than three years service, as signal quartermaster, to be quartermaster, first class.
Machinists, first class	With three years total service, or more, as machinist, first class, oiler, first class, and oiler second class to be chief machinists' mates.
Machinists, first class.	With less than three years total service, as machinist, first class, oiler, first class, and oiler second class to be machinists' mates, first class.
Carpenters, first class	With three years service, or more, as carpenter, first class, to be chief carpenters' mates.
Carpenters, first class	With less than three years service, as carpenter, first class, to be carpenters' mates, first class.
Sailmakers, first class	To be sailmakers' mates (<i>USN 1st class only rating</i>)
Oilers, first class	With three years total service, or more, as oiler, first class, and oiler second class to be enginemen, first class.

(*ITALICS ADDED FOR INFORMATION ON HOW THEY RELATE TO THE U.S.N. RATINGS*)

(b) In computing length of service in any rating under paragraph (a) of this article, service as acting petty officer in that rating shall be included and all service in the rating (acting and permanent) shall be credited, whether continuous or not.

(c) Acting petty officers, without regard to time in acting rating, shall be rated to the grade provided by this general order for permanently rated petty officers of the same grade.

7. Until further instructions are issued chief petty officers, petty officers, and other enlisted persons are authorized to continue to wear the uniforms and rating badges they now have until no longer serviceable.

8. Wherever in the regulations, general orders, circular letters, or other instructions issued by the department or headquarters there appears a grade or rating which this general order abolishes, substitute the corresponding grade or rating as established by this general order.

9. Until new compliment lists are received, substitute the corresponding ratings as established by this general order for all ratings abolished.

10. Instructions relative to promotion of the enlisted personnel will be promulgated in the near future. Until such instruction are received no ratings shall be made to any of the petty officer ratings nor shall any person be enlisted in a petty officer rating after the ratings have been adjusted to corresponding ratings as prescribed by paragraph 6 of this general order, unless specifically authorized by headquarters.

D.F. Houston.
Secretary.

From an article by GMCM William Wells on the history of the Coast Guard Chief Petty Officer

“It was not until after World War I that the Coast Guard established the petty officer rating structures that are, fundamentally, still in use.

“the Act of May 18, 1920 officially established the Chief Petty Officer in the Coast Guard. This Act was intended to "increase the efficiency of the commissioned and enlisted personnel of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey, and Public Health Service," and put the Coast Guard in the "grades and ratings of warrant officers, chief petty officers, petty officers and other enlisted persons in the Coast Guard shall be the same as in the Navy...". The Coast Guard wholeheartedly accepted the Navy's system including the parameters for advancement qualifications and performance evaluations. Less than a month later the Coast Guard issued its first list of "Abbreviations of Enlisted Ratings and Special Designations". Indubitably this list was a reprint of the Navy's rating list and listed at the head"

" Chief Petty Officer.....C.P.O."

All ratings were divided into three distinct groupings: **Seaman Branch**, **Artificer Branch**, and **Special Branch**. Although aircraft were in use, no special grouping was created; they were considered as mechanics and tradesmen. On June 28, 1921, Coast Guard Headquarters issued Circular Letter No. 202 outlining these groups.













1921 U.S.C.G. CHIEF PETTY OFFICERS

SEAMAN BRANCH CHIEF	ARTIFICER BRANCH CHIEF	SPECIAL BRANCH CHIEF
BOATSWAINS MATE	MACHINISTS MATE	YEOMAN
GUNNERS MATE	MOTOR MACHINISTS MATE	STOREKEEPER
QUARTERMASTER	WATERTENDER	COMMISSARY STEWARD
SIGNALMAN	RADIOMAN	PHARMACISTS MATE
ELECTRICIANS MATE	AVIATION MACHINISTS MATE	CARPENTER
SHIPFITTER	AVIATION CARPENTERS MATE	AVIATION RIGGER

All ratings were represented by a CPO grade except; Engineman, Coppersmith, Blacksmith, Boilermaker, Molder, Patternmaker, Painter and Sailmaker's mate. By October 1922, Watertender, Shipfitter, and the aviation ratings were deleted from the CPO ratings list as well as the Coppersmith, Boilermaker, Molder, and Patternmaker from the petty officer ratings. During the 1930s, the Engineman, Storekeeper and Motor Machinist Mate ratings were abolished. This reduction had to do with economics as well as need. The Coast Guard changed the designation of some ratings as needs changed, just as during World War II, journalists and photographers (in use since the 1920s) were called Specialists in their separate ratings. The Journalists were then changed to Yeoman (PI) and in the late 1940s to Journalist. In the 1970s photographers and journalists were combined into the PA, public affairs rating. In the early 1950s, Gunner's mate Fire Control GM (FC) became the control (FC), then Fire Control Technician (FT).

GMCM Bill Wells article

U.S. Coast Guard Aviation Ratings 1917 – 2011

	Aviation Electricians Mate : mid 1956 ~ 1 Jan 1999 Rating absorbed into Avionics Technician or AMT 1 Jan 1999
	Avionics Electrical Technician (AET) : 2004 ~ Present Avionics Technician (AVT) 1999 ~ 2003 Aviation Electronics Technician : (AT) 1965 ~ 1998 Aviation Electronicsman; (AL) 1948 ~ 1965 Aviation Radioman; (ARm) 1943 ~ 1948
	
	Aviation Maintenance Technician (AMT) : 1999 ~ Present Formed from Machinists Mates, Metalsmiths Aviation Machinists Mate : (AD) 1948 ~ 1999 Aviation Machinists Mate (AMM) : 1921 - 1948
	Aviation Metalsmith (AM): 1930 - 1999 absorbed Aviation Carpenters Mate
	Aviation Carpenters Mate(ACM) : 1921 - 1940?
	Aviation Survival Technician (AST) : All Grades 1999 - 2004 Aviation Survival Equipmentman (ASM) : 1969 - 1999
	Parachute Rigger (PR) : 1942 ~ 1969
	Aviation Ordnanceman (AO) : 194? ~ 1969 merged with PR in 1969 to form a new rating ASM Aviation Ratings merged 1 Jan 1999 COMDTINST 5221.1 of 9/18/98
	Enlisted Aircraft Pilot (AP): 1924 - 1979 Chief, 1st, 2nd Class Aviation Rigger : Chief, 1st, 2nd, Class 1921 ~ 1924 Aviation Quartermaster : Chief, 1st, 2nd, Class ? 1917 ~ 1920 Rating changed to Enlisted Airplane Pilot 1924 ~ 1948 1924 to 1933 the specialty mark was gold embroidered. 1935 to 1942 Pilots wore their rating specialty, and from '42 to '48 the specialty mark, first in gold, then white or blue. Quartermaster, Aviation was a USN specialty mark, not known if worn by the USCG. In 1959 there were 8 enlisted Pilots still on active duty. ADCM John Pershing Greathouse was the last Enlisted Pilot in the Coast Guard, and retired in 1979. Crossed the Bar in June 2006.
U.S.N. marks, possibly used  	

Aviation Ratings

1920 ~ 1941 style



Aviation Rigger



Enlisted Airplane Pilot



Aviation Machinists Mate



Aviation Carpenters Mate

Post 1941 Style



Aviation Metalsmith



Aviation Electrician



Aviation Radioman



Parachute Rigger
















Aviation Ordnanceman



Aerographers Mate

U.S. Coast Guard Deck Ratings 1920 – 2011





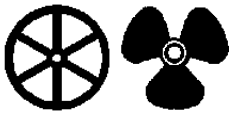






	Boatswains Mate (BM) : All Grades 1948 - Present Chief, 1st , 2nd Class : 1920 - 1948 Coxswain (3rd Class) 1920 - 1948 Boatswains Mate Lifesaving (L) 1920 - 1960 ?? Formed by the WHEELMAN, No. 1 SURFMAN, & COXSWAIN Rating
	Quartermaster (QM): All Grades 1920 - 2003 Quartermaster : 2 nd Class 1915 - 1920 Formed by the Signal Quartermaster. Merged into BM in July 2003
	Signalman (SM) : Chief, 1st, 2nd, 3rd Class 1921 - 1930? / 1941 - 1948 Signal Quartermaster : 1915 - 1920 Merged into QM
	Operations Specialist (OS) : 2003 - Present Parts of Quartermaster, Radarman, and Radioman merged July 2003
	Radarman (RD) : 1948 - 2003 This specialty mark introduced into the Navy
	Radarman (RDm) : 1942 – 1948
	Telecommunications Specialist (TC) : 1994 - 2003 Rating merged into Operations Specialist July 2003
	Radioman (RM) : 1920 ~ 1994 Radio Technician (RT) to Electronics Technician Mate 1942 - 1945
	Sonar Technician (ST) : 1970 - 1993 Sonarman (SO) : 1943 - 1970 Original name was Soundman. Rating eliminated, absorbed into ET, OS,
	Gunners Mate (GM) : 1920 - Present Possibly established in WW1 around 1918. Navy Cross was awarded to GM2 in connection with the loss of the " Wellington" Mark is crossed 12" Dahlgren Guns
	Fire Control Technician (FT) : All grades 1955? - 2003 Merged with ET : July 2003
	Fire Controlman (FC & FC R rangefinder) : 1942? - 1955 Chief, 1st, 2nd, 3rd Class Specialty mark was range finder during WW2 era. USN Specialty mark from range finder to enclosed Radar director 1947 - 1958 Distinguishing Mark 1930 Gun Range Finder Operator CG Reservist Magazine mentions the GM(FT) in mid 1953 –'55s editions
	Torpedoman Mate : 1943 ~ 195? Chief, 1st, 2nd, 3rd Class















From 1915 to 1920, rating badges were worn on the right sleeve. After adopting the US Navy rating scheme in 1920, rating badges of the seaman branch were worn on the right arm and artificer & special branch worn on the left arm. The Coast Guard shield distinguishing mark was authorized in 1920 and worn on the right sleeve. The Surfman insignia was worn on the collar and cap by members of the lifesaving branch.

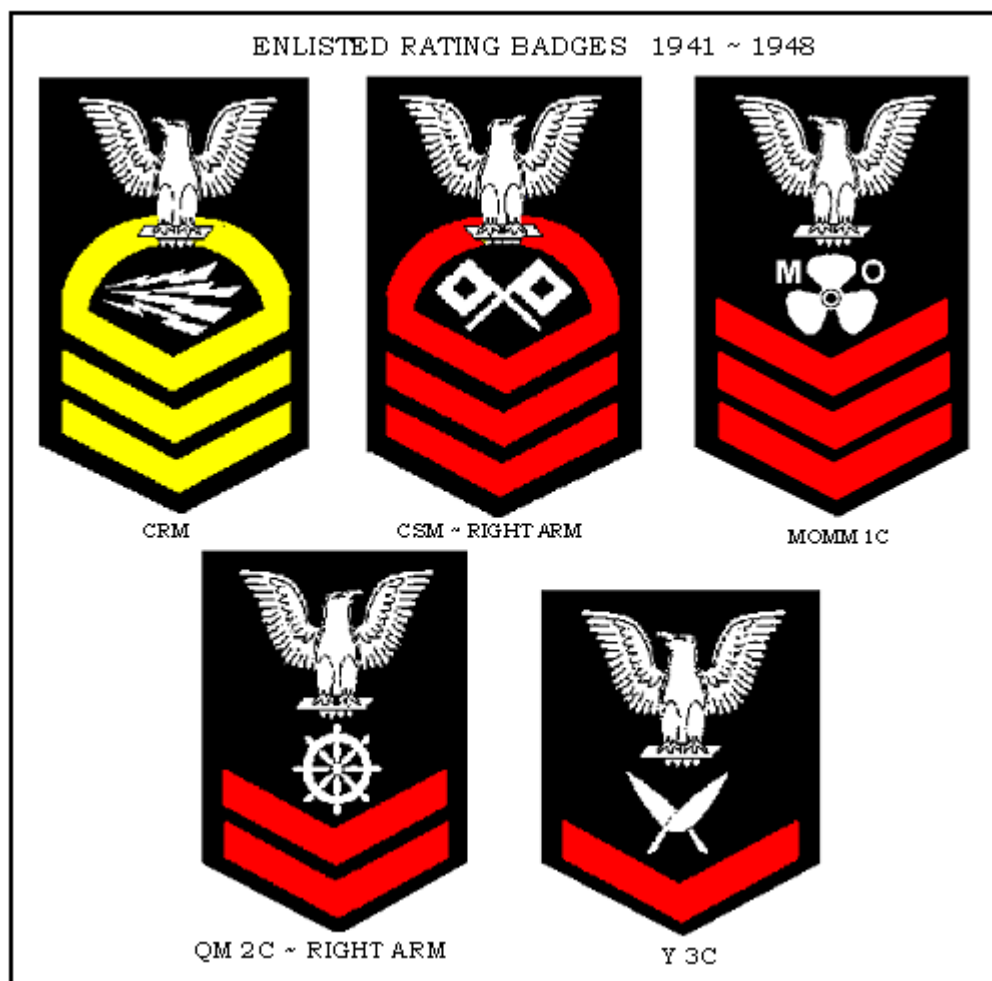


U.S. Coast Guard Engineer Ratings 1920 – 2011

	Machinery Technician (MK) : All Grades 1974 - Present Formed from the merger of Engineman, Machinists Mate, Boilertender Engineman (EN) : 1947 – Jan. 1974
	Machinists Mate (MM) : Chief, 1st, 2nd Class 1920 - 1974 3rd Class 1942 Merged with BT and EN to form MK rating
	Motor Machinists Mate (MoMM) : 1920 - 1927 ? 1939 ? - 1948 Chief, 1st, 2nd Class 3rd Class during WW2 Called Engineman : 1st, 2nd Class 1920 - 1934 ?
	Boilertender (BT) : All Grades 1948 - 1974 Merged with MM and EN to form MK rating
	Watertender (WT) : Chief, 1st, 2nd , 3rd Class 1915 - 1948 CPO eliminated in 1922 , Specialty mark changed to MM propeller in 1921. Rating changed to Boilertender in 1948.
	Electricians Mate (EM) : All Grades 1920 - Present Electrician (E) : 1915 - 1920 Electricians Mate Telephone (EMT) : 1943 - 1960
	Information System Technician(IT) : 2003 - Present Telephone Technician (TT) : 1960 - 2003 formed from Electricians Mate Telephone 1960
	Electronics Technician (ET) : 1948 - 2004 Electronics Technician Mate (ETM) : 1945 ~ 1948 Radio Technician (RT) : 1942 ~ 1945 Radio Technician wore the Radioman Sparks, specialty mark
	Damage Controlman (DC) : All Grades 1948 - Present Formed from below ratings
	Carpenters Mate (CM) : Chief, 1st, 2nd, 3rd Class 1920 ~ 1948 Plumbers & Painters : 1 st , 2nd, 3rd Class
	Shipfitter : 1st, 2nd Class to Carpenters Mate by WW 2 Blacksmith : 1st, 2nd Class became Shipfitter about 1936 Coppersmith & Boilermaker : 1st, 2nd Class 1920 - 1922 Molder & Patternmaker : 1st, 2nd Class 1920 - 1923











U.S. Coast Guard Administrative Ratings 1920 – 2011

	Yeoman(YN) (Y): All Grades From the Ships Writer & Yeoman Rating of 1915 – 1920	1920 - Present
	Storekeeper (SK) : All Grades From the Yeoman Rating of 1915 - 1920	1920 - Present
	Ships Serviceman : All Grades Specialties as Barber, Tailor, Laundryman, Cobbler	WW2 Rating
	Health Services Technician(HS): All Grades	1983 - Present
	Hospital Corpsman (HM) : All Grades Merged with Dental Tech 1983	1948 ~ 1983
	Dental Technician (DT) : E-4 & E-5 only 1958 All Grades	1954 ? - 1983 1958 ~ 1983
	Pharmacists Mate (PhM) : Chief, 1st, 2nd, 3rd Class From the BAYMAN rating. Specialty mark worn until 1948	1920 - 1948
	Public Affairs Specialist (PA) : Merger of Journalists and Photographers Mates into Photojournalist 1972	1972 - Present
	Journalist (JO) : Emergency Rating PR during WW 2 Specialty Mark after 1948	1948 ~ 1972
	Photographers Mate(PhoM) : mention of second Photographers Mate and first Chief Photographers Mate rated in 1940, Clarence Samuels, quite a career, see CG Historians site.	1939? ~ 1972
	Printer / Lithographer : merged into Journalist ??	1944 ~ 196?
	Bandmaster : Chief Musician : First Musician (PO1) , Musician 1st (PO2), 2nd Class (PO3) Coast Guard Band started in 1925, Enlisted currently as First Class Petty Officers	1925 ~ Present



The eagle was redesigned in 1941 to stand straight up and changed facing direction on the left arm. All eagles faced forward. The May 1941 Bureau of Navigation Info Bulletin reports it was done to follow the rules of heraldry, instead of the Napoleonic tradition. The C.P.O. cap device was changed about 1942 from having the anchor being foul with cable to being foul with chain. In 1944 a 3/4 size cap device was authorized for the Navy / CG for wear on the overseas cap.

U.S. Coast Guard Administrative Ratings 1920 – 2011

    <p>1964 mark above</p>     	<p>Food Services Specialist (FS): All Grades 1996 - Present Subsistence Specialist (SS): All Grades 1973 - 1996 created from merger of Commissaryman and Steward July 1973</p> <p>Commissaryman: All Grades 1948 - 1973 Commissary Steward (CS) Chief : 1920 - 1948 Commissary Steward Chief & 1st class from the Master at Arms</p> <p>Ships Cook : 1st, 2nd, 3rd Class 1920 - 1948</p> <p>Steward: Chief , 1st, 2nd, 3rd Class 1944 - 1973 The crescent designated as the Specialty mark till 1964 then changed Started wearing the standard Petty Officer Rating Badge in June 1944 Officers Stewards & Cooks 1920 - 1944 Distinguishing Mark worn on the left sleeve of the jacket. The horizontal bars beneath the crescent designated the grade, Second class illustrated. 1944 shifted to the standard petty officer rating badge. Wore a C.P.O. uniform until 1950.</p> <p>Mess Attendants / Stewards Mates 1st Class, 2nd Class , 3rd Class (non rated)  Wore the square rig sailor uniform when not in Mess Duty.</p> <p>Marine Science Technician (MST) : 1968 - Present created from Aerographers Mate and some Sonarman Reserve MST authorized in 1999</p> <p>Aerographers Mate (AG) : 1942 ~ 1968 Aerographer: 1924 USN ??</p> <p>Intelligence Specialist (IS) : to be established Jan 2008 ISCM David Rochefort first ISCM . First three Master Chiefs designated April 2007. USN authorized the use of the CT rating mark.</p> <p>Maritime Enforcement Specialist (ME) : Auth. 6 June 2008 Established Jan 2010 MECMs rated Dec 2008 Gordon Muise USCG Steven Lowry USCG Randy Krahn USCG William Allred USCGR</p>
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NON RATED MEN , PRIOR TO 1948 , U.S.C.G. SEAGOING BRANCH

Non Rated men were enlisted in the Seaman Branch, as :

Apprentice Seaman - AS (Hospital Apprentice - HA) Seaman Second Class - S2c ; Seaman First Class - S1c
 Designated by a 3/8" white stripe, on the blue uniform, and a blue stripe on the white uniform, worn around the right shoulder. In the Engineer Branch, there was no grade Apprentice Fireman, the non rated men started at :
 Fireman Third Class - F3c ; Fireman Second Class – F2c ; Fireman First Class - F1c (this grade got the same pay as a third class petty officer, many engineer ratings started at Second Class petty Officer and did not have a third class petty officer until WW2. Non Rated men were enlisted in the Steward Branch, as :
 Mess Attendant / Stewards Mate 3c ; Mess Attendant / Stewards Mate 2c ; Mess Attendant / Stewards Mate 1c

ENLISTED RATING BADGES 1948~1976



MASTER CHIEF














SENIOR CHIEF

AFTER 1958



In April 1948 the right arm ratings were eliminated and all rating badges were worn on the left sleeve. Petty officers with 12 years consecutive good conduct are entitled to wear gold chevrons and hash marks, the eagle and specialty mark is embroidered in silver bullion, and a gold shield worn on right sleeve. In June 1959 collar devices were authorized for Chiefs khaki shirts, E-8 & E-9 collar devices didn't appear until mid 1961.

U.S. Coast Guard Reserve Ratings 1941 – 2011























             	<p>Data Processing Technician : 1971 ~ 1999 Reserve Rating originally Machine Accountant (1971) changed to DP 1973, merged into TC</p> <p>Port Security Patrolman / Specialist Port Security: 1943 – 1982 Port Securityman : 1982 ~ 1999 Port Security Specialist : 1999 ~ 2010 Source for establishment date has not been identified. Reserve Rating: Name changed to Port Security Specialist (PSS) in 1999 Specialty Mark of Shield w/PS about 1982. To be dis-established in 2010 and most lateral change of rating to Maritime Enforcement Spec. (ME)</p> <p>Coastal Forceman : Merged into the PS rating 1963 – 1967</p> <p>Investigator : All Grades 1982 ~ Present Reserve Rating & Active duty special assignment</p> <p>Firefighter : 1954 ? ~ 1982 Fire & Safety Specialist : 1982 ~ 1993 Merged with PS rating (Reservist Dec 1991)</p> <p>CLASSIFICATION INTERVIEWER : 1943 ~ 1947</p> <p>DOG & HORSE HANDLER: 1943(1) – 1951 (?) Referred to in some documents as Dog Patrol. Reference for discontinuation date is not identified. 1. U.S.C.G. supplement to U.S. Navy uniform regulations of 1941, 2 Jan. 1943</p> <p>TANKER LOADING INSPECTOR: 1957(1) - ??? Reference for discontinuation date not identified. 1. U.S.C.G. Amendment #5 to U.S.N. uniform regulations of 1951, 24 June 1957</p> <p>CHEMICAL WARFAREMAN: 1943(1) - ??? Reference for discontinuation date not identified. 1. Change to U.S.C.G. suppl. (U.S.N. uniform regulations of 1941), May 1943</p> <p>PUBLIC RELATIONS : 1943(1) – 1948 Journalist (JO) rating established 1948 Reference for discontinuation date not identified. 1. Change to U.S.C.G. supplement (U.S.N. uniform regs of 1941), 12 July 1943</p> <p>TRANSPORTATIONMAN: 1943- ??? Neither source for establishment date nor reference for discontinuation have been identified. Handled Freight, Passenger, Vehicle From John Stacey Book on USN Rating Badges</p>
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U.S. Coast Guard SPAR Ratings in WW II











The SPARs of World War II held a variety of ratings. Most abbreviations for ratings are not the same as modern abbreviations. The manner in which they wrote them was also different. For example, if a women was a second class yeoman, it would have been written Y2c. For the Specialists rates, a letter inside the badge symbol indicated the specialty the woman held.










* A seaman rating badge was established during the war for the Women's Reserve in the Navy and Coast Guard

from the Foundation for Coast Guard History website.

	BM Cox	Boatswain's Mate Coxswain		PhM	Pharmacist's Mate
	GM	Gunner's Mate		HA	Hospital Apprentice
	QM	Quartermaster		MU	Musician
	Surf	Surfman 2 nd Class PO paygrade		Bug	Bugler
	S-2c	Seaman *		Sp (PR)	Specialist (Public Relations)
	EM	Electrician's Mate		Sp (TR)	Specialist (Transportation)
	RM	Radioman		Sp (C)	Specialist (Classification Interviewer)
	CM	Carpenter's Mate		Sp (I)	Specialist (IBM Operator)
	RT	Radio Technician		Sp (M)	Specialist(Mail)
	Mo MM	Motor Machinist's Mate		Sp (R)	Specialist (Recruiting)
	F	Fireman *		Sp (T)	Specialist (Teacher)

U.S. Coast Guard SPAR Ratings in WWII



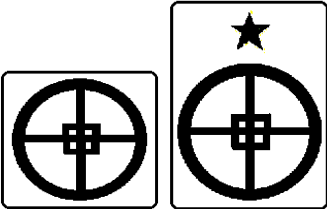

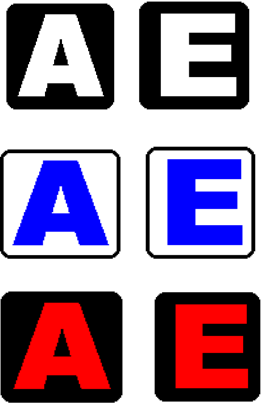
	PR	Parachute Rigger		Sp (W)	Specialist (Welfare)
	SK	Storekeeper		Sp (X) (MSC)	Specialist (Miscellaneous)
	SSM B	Ship's Serviceman (Barber)		Sp (XO) (Y)	Specialist (Control Tower Operator)
	SSM L	Ship's Serviceman (Laundryman)		Sp(X) (INT)	Specialist (Intelligence)
	SSM T	Ship's Serviceman (Tailor)		Sp(X) (ED)	Specialist (Engineering Draftsman)

	Sp (X) (HY D)	Specialist (Hydrographic Draftsman)		Sp(X) (VA)	Specialist (Artist)
	Sp(X) (SB)	Specialist (Switchboard Operator)		Sp(X) (TYP)	Specialist (Typewriter Repairman)
	SC	Ship's Cook		St	Steward
	Aer M	Aerographer's Mate		PhoM	Photographer's Mate
	Y	Yeoman			

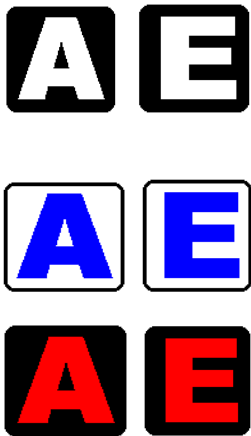

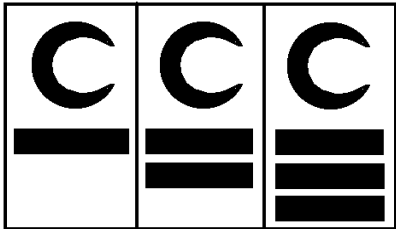

Above information from the Foundation for Coast Guard History website.

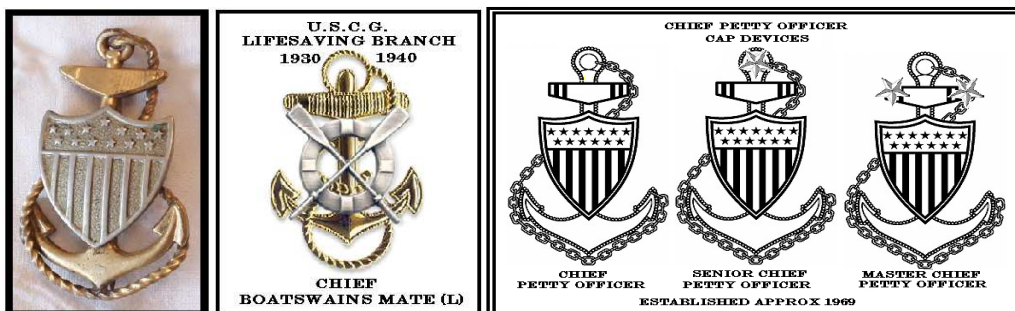


U.S. Coast Guard Distinguishing Marks

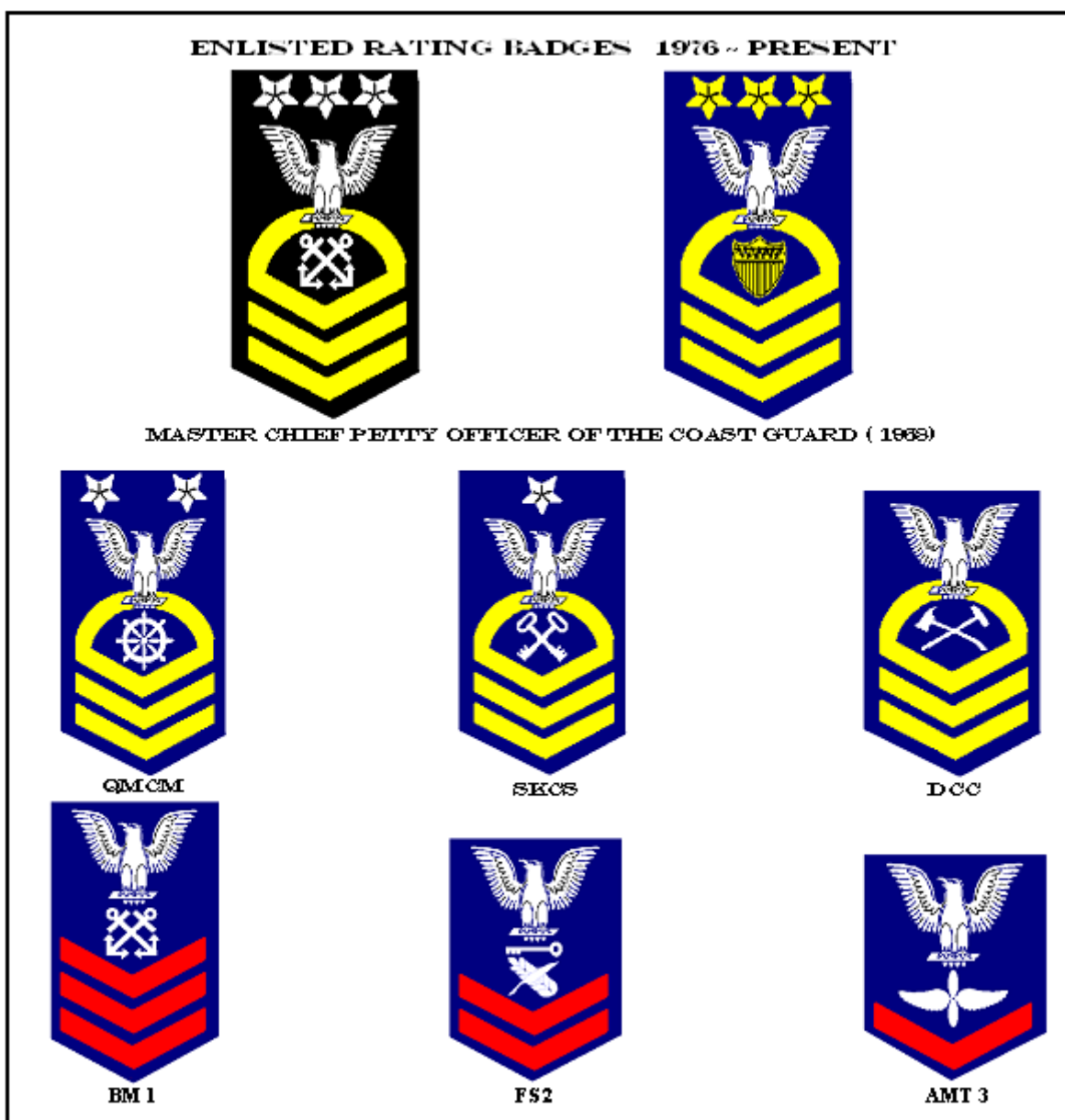
	<p>Coast Guard Distinguishing Mark: 1920</p> <p>Every enlisted man of the Coast Guard shall wear the distinguishing mark of the Coast Guard, a shield 1 inch in height, on the right arm midway between the top of the cuff and elbow. If two distinguishing marks are prescribed for the right forearm, they shall be placed one half inch apart, with the shield below. Petty officers wearing rating badges with gold stripes shall wear this shield embroidered in gold. 1930 Uniform Regulations</p>
	<p>Gun Captain :</p> <p>Men regularly detailed by the Commanding Officer of a vessel as gun captains, except secondary battery guns (less than 3"-50 cal), shall wear the distinguishing mark , a gun, with axis horizontal , muzzle pointing forward, midway between the shoulder and elbow of the left sleeve for men of the seaman branch, and on the right sleeve for others. 1930 Uniform Regulations</p>
	<p>Gun Pointer & Gun Pointer First Class :</p> <p>Men who have qualified as gun pointers, first or second class, shall wear the gun pointers mark (cross wires of a gun sight) midway between the shoulder and elbow of the left arm for members of the seaman branch, and right arm for others. Gun pointers ,first class , shall wear the star 1 inch above the mark, one ray pointing up. 1930 Uniform Regulations</p>
	<p>Gun Range Finder Operator Mark:</p> <p>Men who have qualified as gun range finder operators shall wear the distinguishing mark (range finder) midway between the shoulder and elbow of the left arm for members of the seaman branch, and right arm for others. 1930 Uniform Regulations</p>
	<p>Coast Guard A (E): The Coast Guard A (E), a block letter 5/8" high & 1/2" wide embroidered in silk in lines 1/8" thick is issued in three colors – white, blue and red.</p> <p>These marks may be worn, when prescribed by headquarters, as follows:</p> <p>1. The white Coast Guard A (E) (blue on white clothing) by members of gun crews, and by members of ship and fire control parties that have made exceptionally high scores in special forms of gunnery exercises designated by headquarters. The white A thus awarded may be worn by the designated man for one year without regard to future assignments. It may be worn for two years by men who remain on the vessel on which the award was made, provided that such men continue as members of gun crews, or ship and fire control parties and the vessel has not, during such two year period , again fired the exercises for which the award was made.</p>

U.S. Coast Guard Distinguishing Marks











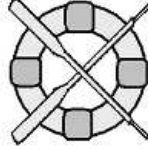








	<p>2. The white Coast Guard A (E) (blue on white clothing) by men of the engineers force, and ship control party recommended for such distinction by commanding officers of vessel awarded the white Coast Guard A (E) for excellence in engineering. The red Coast Guard A (E) by men of the engineers force and ship control party recommended by the commanding officers of vessels awarded the red Coast Guard A (E) for excellence in engineering. The white and red Coast Guard A (E) awarded in engineering competition may be worn from the time of notification of its award until the awards are made for the next competition year.</p> <p>Commanding officers shall prevent the wearing of the Coast Guard A (E) by men not entitled to such mark. The Coast Guard A (E) shall be worn on the right sleeve by men of the seaman branch and on the left sleeve of others , midway between the shoulder and the elbow, or 1 inch below the rating badge.</p> <p>A changed to E by change ?? to 1930 Uniform Regulations</p>
	<p>Expert Rifleman's Mark : Enlisted men of the Coast Guard qualifying as expert rifleman will wear upon the right sleeve about half way between the wrist and elbow a distinguishing mark as follows : a target consisting of a one inch square inclosing two concentric rings , 3/4" and 1/2" diameters, with a 1/4 " bullseye in the center, embroidered in narrow lines.</p> <p>Sharpshooter's Mark: A sharpshooter shall wear the same mark except that the inner 1/2 inch ring shall be omitted</p> <p style="text-align: right;">1930 Uniform Regulations</p>
	<p>Officers Stewards and Cooks : These shall wear the specialty mark with three, two, and one horizontal stripes below it to denote first, second, and third class respectively.</p> <p style="text-align: right;">1930 Uniform Regulations</p>
	<p>Air Crewman : Distinguishing mark worn on the right sleeve between the shoulder and elbow. Established in about 1958 when the current Air Crew breast insignia originated. This was worn by A/C when not assigned to flying duty. Eliminated mid 1960s when the A/C wings were authorized for full time wear.</p>



Collar insignia for Chief Petty Officers was authorized in 1959 and insignia for Senior and Master Chief was authorized in 1960/61. The combination cap device was not changed in the Navy until 1969, and one would guess the Coast Guard followed suit in the same time frame.

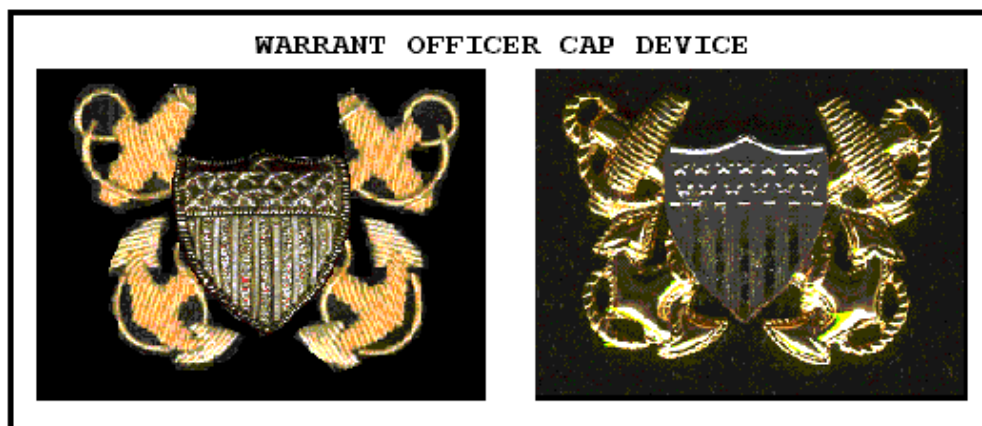


DEVICES and QUALIFICATION INSIGNIA

 COMMAND AT SEA	 COMMAND AT SEA 1961	 COMMAND ASHORE 1977	 OFFICER IN CHARGE AFLOAT 1971	 OFFICER IN CHARGE ASHORE 1977
 NAVAL AVIATOR 1918	 AIR CREW 1958	 COXSWAIN 1972		
 CUTTERMAN 1975	 FLIGHT SURGEON MID 1990s	 SURFMAN 1997		
 MID 1990s	 PORT SECURITY 1999	 MARINE SAFETY 2001		
 RESCUE SWIMMER 2001	 TACTICAL LAW ENFORCEMENT TACLET 2001	 MISSION SPECIALIST 2003		
 BOAT FORCES 2003	 PHYSICIANS ASSISTANT MID 2000s			

Warrant Officer Specialty Marks 1915 ~ 2011

1915 ~ 1920 COLLAR DEVICES

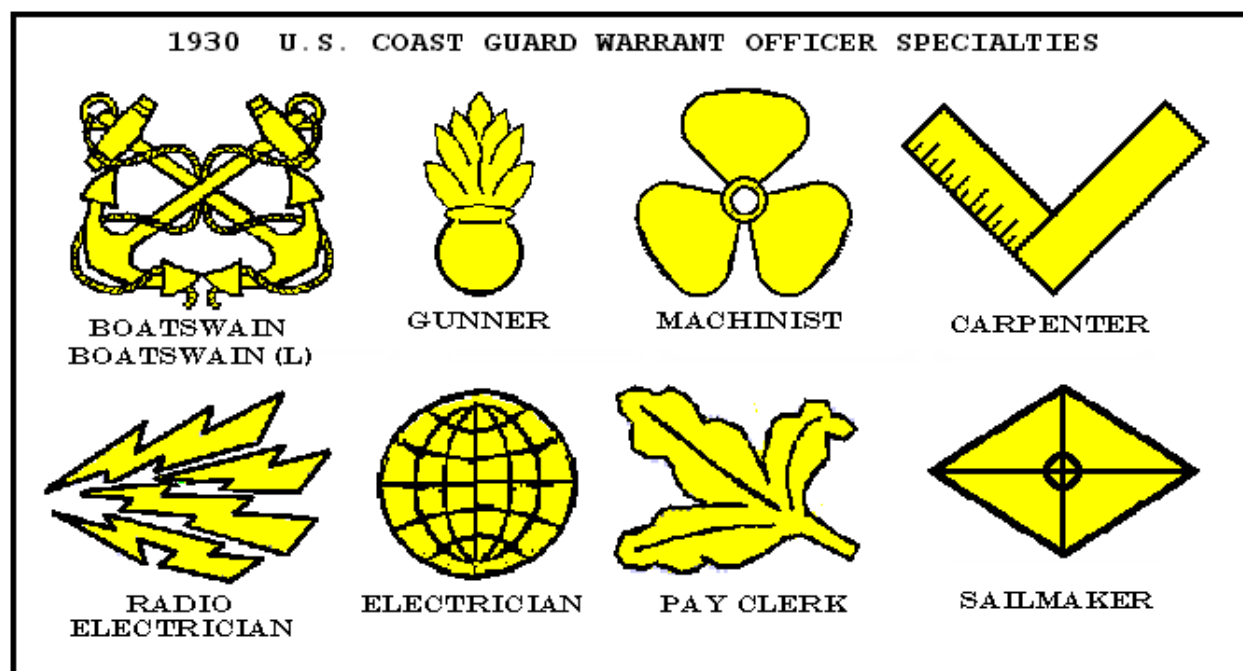


Cap Device of either embroidered bullion or gilders metal.
A 1/4" gold chin strap was worn. Sleeve stripe consisted of a 1 inch black mohair braid or white linen braid, placed 2 1/2" above the cuff.

Warrant Officer Specialty Marks 1920 ~ 1940

In 1920 the Coast Guard adopted the U.S. Navy system of ratings and specialties. The Warrant Officers were now in the grades Warrant & Chief Warrant Officer. The first Chief Warrant Officers are listed in the 1925 Register of Coast Guard Officers. On 18 May 1920, the grade of Chief Petty Officer was adopted by the Coast Guard. According to the 1930 Coast Guard uniform regulations, the following warrant specialties were in service.

SLEEVE & SHOULDER MARK GRADE DEVICES



Sleeve striping adopted for the grade of Warrant and Chief Warrant Officer

Warrant Officer, designated by a 1/4" wide gold stripe, broken by a 1/2" blue break at 2" intervals. Worn 2" above the cuff.

Chief warrant officer, designated by a 1/2" wide gold stripe, broken by a 1/2" blue break at 2" intervals. Worn 2" above the cuff

Shoulder marks were 2 1/4" wide by 5 1/2" long worn on service white and overcoats. The stripe was 1/2" from the edge of the mark.

Sailmaker probably disestablished in 1939 when the rating was disestablished. The only Sailmaker, Henry L. Tall, retired in August 1921.

Warrant Officer & Chief Warrant Officer
sleeve striping & shoulder marks



Boatswain



Chief Radio Electrician



Machinist



Chief Pay Clerk

Warrant Officer & Chief Warrant Officer
cap devices



Warrant Officer
either bullion embroidered or # 14 gilders metal



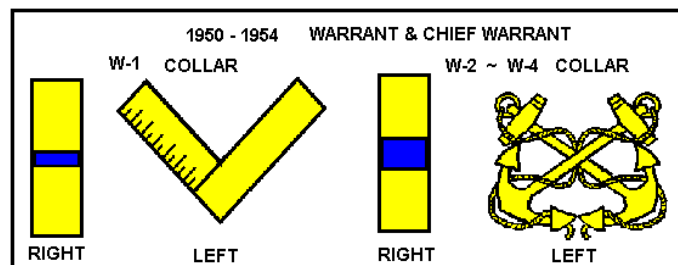
Chief Warrant Officer

An amendment (#7) dated June, 18, 1941 to the uniform regulations concerning working khaki for officers and chiefs, authorizes:

Warrant officers to wear gold metal collar devices , 5/8 size of the corps device used on the sleeve.

Chief Warrant officers to wear silver metal collar devices 5/8 size of the corps device used on the sleeve.

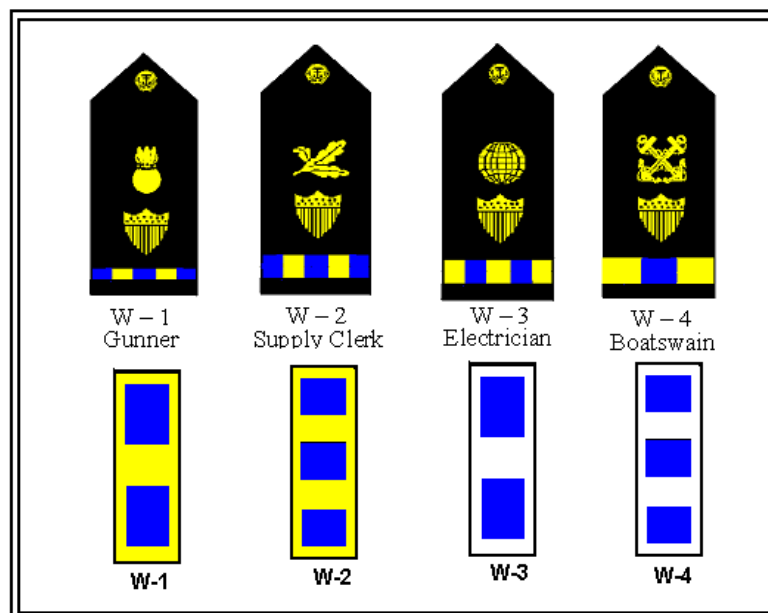
During and after World War 2, additional specialties were added. In 1948 the career compensation act re-organized the military pay grade structure and created the pay grades used at present.



The warrant insignia W ~ 1 thru W ~ 4 were created by the Warrant Officer Act of 1954 and the standardized rank insignia introduced in Nov 1954. W-1 ~ W-4 became ranks.

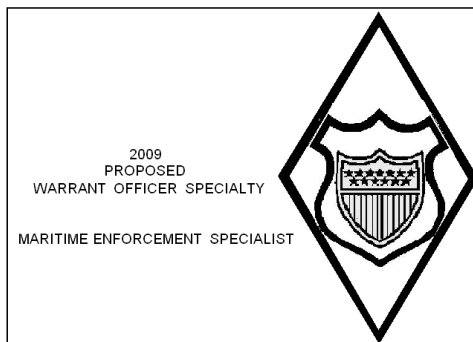
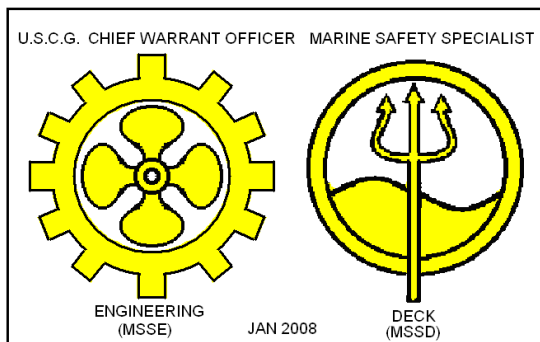
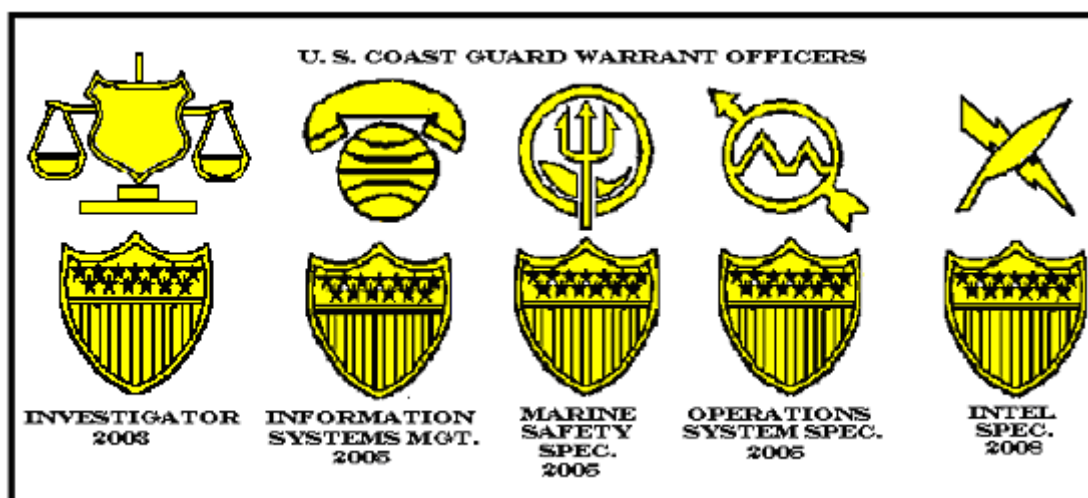
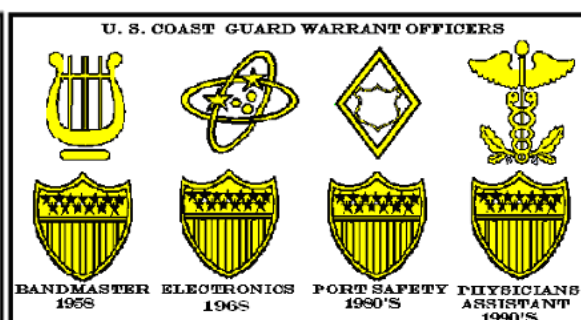
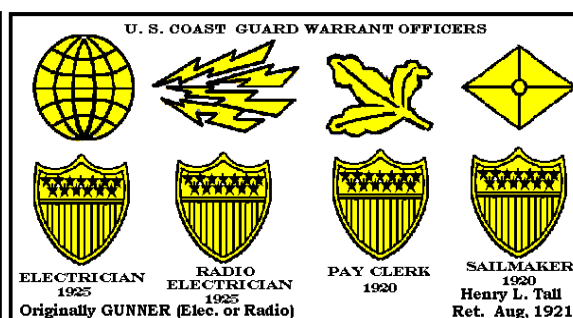
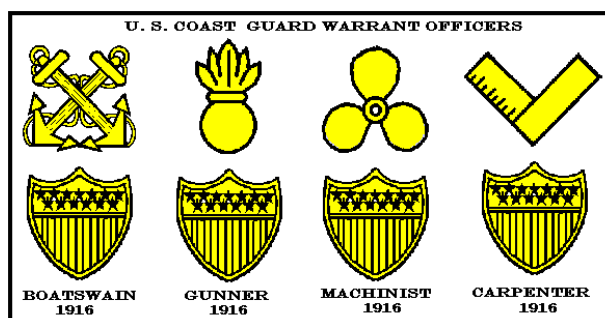
W ~ 1 , Warrant Officer









W ~ 2 thru W~4 , Chief Warrant Officer (commissioned)


















Warrant Officer Specialty Marks

1920 ~ 2011



							
AVIATION MNT. 1968	BANDMASTER 195?	BOATSWAIN 1915	CARPENTER 1915	ELECTRICIAN 1925	ELECTRONICS 1968	GUNNER 1915	MACHINIST 1915

							
PHOTOGRAPHER 1942	OPERATIONS SPECIALIST 2006	MARINE SAFETY 2006	INFORMATION SYSTEMS 2006	RADIO ELEC. 1925	PAY CLERK 1925	PHARMACIST 1936	SHIPS CLERK 1942

						
PHYS. ASSIST. 1970s	SAILMAKER 1920~1938	PORT SECURITY 1983	INVESTIGATOR 2003	INTEL. SPECIALIST	MSS DECK 2008	MSS ENG

REFERENCES AND SOURCES

- 1. U.S. REVENUE CUTTER SERVICE UNIFORM REGS 1909**
- 2. U.S. COAST GUARD UNIFORM REGULATIONS 1916**
- 3. U.S. COAST GUARD UNIFORM REGULATIONS 1930**
- 4. U.S. COAST GUARD UNIFORMS & INSIGNIA 1918
COL. DION WILLIAMS, USMC**
- 5. USN RATING BADGES & DISTINGUISHING MARKS
JOHN A. STACEY**
- 6. COAST GUARD MUSEUM N.W. SEATTLE, OLD PHOTOS**
- 7. ARTICLE FOR CPO ACADEMY BY GMCM BILL WELLS**
BELOW PAGES CAN BE PRINTED OUT FOR COLOR INSERTS AS
WANTED

ENLISTED RATINGS



BOATSWAIN'S MATE



QUARTERMASTER



SIGNALMAN



GUNNER'S MATE



FIRE CONTROLMAN



RADARMAN



SONARMAN



RADIOMAN



ELECTRONICS TECH

ENLISTED RATINGS



YEOMAN



STOREKEEPER



COMMISSARYMAN



SHIPS COOK
STEWARD



CORPSMAN



DENTAL TECH.



MUSICIAN



RADARMAN (WW2)



TORPEDOMAN

ENLISTED RATINGS



MACHINISTS MATE



BOILER TECH



ENGINEMAN



ELECTRICIANS
MATE



TELEPHONE
TECHNICIAN



DAMAGE
CONTROLMAN



SHIP FITTER



MOTOR MACHINISTS MATE

ENLISTED RATINGS



PHOTOGRAPHERS
MATE (1ST STYLE)



PHOTOGRAPHERS
MATE (2ND STYLE)



JOURNALIST



PRINTER



LITHOGRAPHER



SHIP SERVICEMAN

WARRANT OFFICER SPECIALTY MARKS 1920 ~ 2009



ENLISTED RATINGS

1915-1920	1920 – 1930	1930- 1940	1940 – 1950
Master at Arms Number 1 Surfman Signal Quartermaster Wheelman Quartermaster Coxswain Electrician Electrician 1 st , 2 nd , 3 rd Class Sailmaker Blacksmith Yeoman, Ships Writer Machinists, Oilers Watertenders Carpenters, Painters, Plumbers Baymen	Boatswains Mate Gunners Mate Quartermaster Signalman Radioman Yeoman Storekeeper Commissary Steward Ships Cook Steward Bandmaster/Musician Pharmacists Mate Sailmakers Mate Shipfitter Coppersmith Blacksmith Boilermaker Molder Patternmaker Painter Carpenters Mate Electricians Mate Machinists Mate Motor Machinists Mate Watertender Aviation Rigger (Pilot) Aviation Machinist Mate Aviation Carpenter Mate	Boatswains Mate / Coxswain Quartermaster Gunners Mate Radioman Carpenters Mate Machinists Mate Watertender Boilermakers Engineman Electricians Mate Blacksmith/Shipfitter Yeoman Storekeeper Pharmacists Mate Commissary Steward Ships Cook Steward Sailmakers Mate Bandmaster/Musician Aviation Carpenter Mate Aviation Machinist Mate Aviation Metalsmith Aviation Pilot	Boatswain's Mate Gunners Mate Torpedomans Mate Quartermaster Signalman Fire Controlman Fire Controlman (Repair) Electricians Mate Radioman Carpenters Mate Electricians Mate (Telephone) Radio Technician Radarman Sonarman Printer Machinists Mate Motor Machinists Mate Watertender Yeoman Storekeeper Commissary Steward Ships Cook Steward Ships Serviceman Pharmacists Mate Bandmaster/Musician Aviation Pilot Aviation Machinist Mate Aviation Radioman Aviation Metalsmith Aviation Ordnanceman Parachute Rigger Aerographer's Mate Photographer's Mate

WARRANT OFFICER SPECIALTY MARKS 1920 ~ 2011



<p>1940 – 1950 Specialists (RESERVE only) Classification (C) Chem. Warfare (CW) Dog – Horse Handler (D) IBM Operator (I) Mail (M) Public Relations (PR) Port Security (PS) Recruiting (R) Teacher (T) Transportation (TR) Welfare (W) Specialist (X)</p> <hr/> <p>1952 Boatswain's Mate Quartermaster Sonarman Radarman Gunner's Mate Fire Controlman (FC) Electronics Technician Radioman Yeoman Storekeeper Commissaryman Steward Printer Journalist Photographer's Mate Musician Hospital Corpsman Machinist's Mate Engineman Boilerman Electrician's Mate Damage Controlman Aviation Machinist's Mate Aviation Structural Mechanic Aviation Ordnanceman Aviation Electronicsman Aviation Electronics Tech. Parachute Rigger</p>	<p>1980 – 1990 Boatswain's Mate Quartermaster Sonar Technician Radarman Gunner's Mate Fire Control Technician Electronics Technician Radioman Marine Science Technician Yeoman Storekeeper Subsistence Specialist Public Affairs Specialist Musician Health Services Technician Machinery Technician Electricians Mate Telephone Technician Damage Controlman Aviation Machinist Mate Aviation Structural Mechanic Aviation Survivalman Aviation Electronics Tech. Aviation Electricians Mate</p> <hr/> <p>1990 – 2000 Boatswain's Mate Quartermaster Operations Specialist Gunner's Mate Fire Control Technician Electronics Technician Telecommunication Specialist Marine Science Technician Yeoman Storekeeper Food Service Specialist Public Affairs Specialist Musician Health Services Technician Machinery Technician Electricians Mate Telephone Technician Damage Controlman Aviation Maintenance Tech. Aviation Survival Tech. Aviation Electronics Tech. Aviation Electricians Mate</p>	<p>2000 ~ Present Boatswain's Mate Gunner's Mate Operations Specialist Electronics Technician Information System Tech. Marine Science Technician Yeoman Storekeeper Food Service Specialist Public Affairs Specialist Musician Health Services Technician Machinery Technician Electricians Mate Damage Controlman Aviation Maintenance Tech. Avionic Electrical Tech. Aviation Survival Tech.</p> <p>Jan 2008 Intelligence Specialist</p> <p>Jan 2010 Maritime Enforcement Spec.</p>
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